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Wonderland Junior

Be Sure

that you are supplied
with our

Tourist Literature

And especially

Wonderland '97

Before starting
on your journey

Wonderland Junior . . .

1897.

This little book is compiled in order to give tourists and pleasure-seekers information regarding the principal points of interest along the line of the Northern Pacific Railway, rates, routes of excursion tickets, etc., in a condensed form. For more detailed information, see the tourist book for 1897, "Wonderland '97;" "The Yellowstone Park and Alaska" folder; and other publications.

The Lake Park Region.

LAKE MINNEWASKA.

Glenwood, Minn.

This beautiful body of water is located on the Little Falls & Dakota branch, reached from the main line via Little Falls. It is 12 miles in length, 4 miles in width, and has a shore line of about 40 miles. The waters are cold and clear as crystal, being fed by numerous springs, and are stocked with all the varieties of game fish to be found in the Northern lakes, such as bass, pike, whitefish, pickerel, etc. Numerous pleasure boats can be hired at small cost. There are two steamers on the lake. The hotel accommodations are good, rates being $1.50 to $2 per day or $8 to $10 per week.

From Wadena, on the main line of the Northern Pacific Railway, a branch line runs southwestward that touches this region near its southern rim. The traveler can take a sleeping car at St. Paul or Minneapolis, sleep all night, and in the morning stop at Clitheral, Battle Lake or Fergus Falls, where he will find scores of beautiful lakes.

LAKE CLITHERAL.

This is a small but beautiful lake that affords delightful amusement to the wielder of the rod. Of late years this lake has become a great favorite with fishermen. Its shores are pleasantly wooded in some places, and have high, sloping, grassy banks at others. Fine stretches of beach gleam in the sunlight, and the drives about the country are full of interest and romantic delight.

The hotel accommodations are fair, and the trains arrive and depart at convenient hours.

BATTLE LAKE.

Situated in the midst of the famous Lake Park region of Minnesota, on the Fergus Falls branch, is Battle Lake, reached from the main line via Wadena. The waters are well stocked with whitefish, bass, pike, pickerel, etc., and afford excellent sport to all lovers of the rod. A boathouse is situated on the shore of the lake, where good boats, bait, etc., will be furnished visitors; also, guides when desired.

The larger Battle Lake—as opposed to East Battle Lake near by—is about six miles long and two miles in width. Close at hand are Silver and Turtle Lakes, and a half-dozen others, varying in character, while a little farther to the north is Otter Tail Lake, one of the largest lakes in Minnesota. Hotel

accommodations at Battle Lake are excellent, and the fishing and sailing unsurpassed. Many pleasure-seekers from the South visit Battle Lake yearly.

DEERWOOD, MINN.

One hundred and two miles west from Duluth and 17 miles east from Brainerd, lies one of the prettiest, most romantic out-of-door spots of the Lake Park Region. Deerwood is a little hamlet set down in the midst of the forest with lakes and hills scattered all about it. One can tramp all day and be within the shade of the trees most of the time. The lakes hold many fish, thus furnishing sport for the angler, and on the shining surface of many of them float acres of pond lilies in their season.

Hotel accommodations here are fair, and if one likes the finest of berries and vegetables, it may be said that none finer can be raised than those found here. Both wild and cultivated berries are at hand and are plentiful. Row boats can be obtained at Serpent Lake, the largest lake close at hand.

LEECH LAKE, MINN.

Leech Lake will vie with anything in the category of lakes, and far surpasses many that have a wider reputation. The lake

is 30 miles long and 18 miles wide. Surrounding country is rolling and heavily timbered. Moose, deer, caribou, black and cinnamon bear, of big game, and of winged game, geese, ducks, partridges, prairie chickens and quail, are found. Salmon trout, lake trout, whitefish, squawfish, pike, black bass, muskallonge and pickerel abound. The hotels are located so as to afford the best possible view of the lake. Sail and row boats will be provided at reasonable rates. There are several small steamers running on the lake, which will land passengers at any points desired, or they can be hired by the day at reasonable rates. Tourists will be able to secure, at any season of the year, hotel accommodations at Walker.

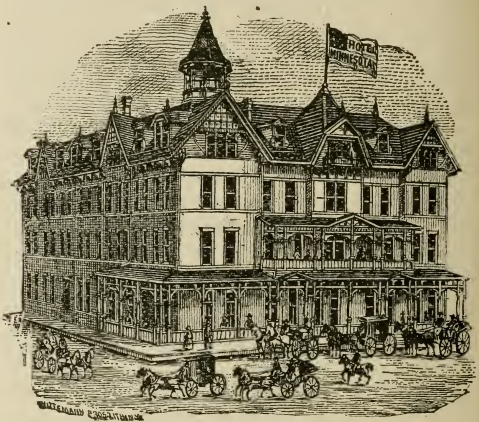
To reach this region the Northern Pacific is the route to Brainerd, Minnesota, thence via the Brainerd & Northern Minnesota Railway to Walker. For full particulars, apply to E. H. Hoar, General Manager B. & N. M. Ry., Minneapolis; Chas. S. Fee, General Passenger and Ticket Agent, N. P. Ry. Co., St. Paul.

PERHAM.

On the main line of the Northern Pacific Railway, 183 miles west from St. Paul, is the town of Perham. Situated in the midst of a fine farming and attractive scenic region, it is also the center of a fine fishing country. Near at hand are Pine and Little Pine Lakes,

while farther away are Lake Sibyl,—a lovely sheet of water,—the McDonald Lakes, Otter Tail Lake,—a very large lake,—Long Lake, Loon Lake, Rush Lake and others. Comfortable farmhouses are found at most of these lakes, so that accommodations for the angler may readily be obtained.

DETROIT LAKE.



Hotel Minnesota, Detroit.

Detroit Lake, on the main line of the Northern Pacific, is the center of a notable group of lakes which afford some of the finest black bass fishing in the Northwest. These lakes, numbering fifteen or more, are all located within a few miles of each other, in

the midst of a beautiful country where gently sloping hills and green woods greet the eye on every hand.

Detroit Lake, a lovely body of water, surrounded by rugged hills or low, wooded shores, is one of a chain of lakes that stretches southward. Here are Muskrat, Sally, Melissa, Buck, Little Pelican, Pelican, Fish, Lizzie, Crystal and Lida Lakes. In size these lakes vary from one-fourth mile long by the same distance in width, for the two smallest, to seven miles long by two miles or more wide for Lake Lida, the largest.

The Pelican River, a small and picturesque little stream, is a connecting link down to and including Lake Lizzie. Lizzie and Crystal Lakes are connected by another channel, and Lake Lida, the largest and finest of them all, is connected with Lake Lizzie by still another. It lies so close to Crystal, however, that a small portage enables the tourist to easily transfer his canoe or rowboat from one to the other.

In addition to small and big mouthed bass, pike and other varieties of fish live in these waters in large numbers. In the hunting season pheasants, prairie chickens and multitudes of ducks attract the sportsman.

The Hotel Minnesota at Detroit contains about 100 rooms, and affords excellent accommodations to its patrons. It is convenient to the lake; is lighted by electricity and heated by steam. Rates, $2 per day; per

week, $10 to $14. The Fairhaven House, on Lake Sally, is capable of accommodating 65 people. Rates, $1.50 per day; $7 to $8.75 per week. Steamer to and from Detroit stops here six times each day. The accommodations are good, and provision is made for the needs of sportsmen.

LAKE PARK.

Lake Park, on the main line of the Northern Pacific Railway, 30 miles east of Fargo, is situated on the divide, 1,300 feet above the sea, and between the waters running north to Hudson's Bay and those passing east to the Mississippi River. A few rods from the station is Lake Flora, about a half mile in diameter, surrounded by a beautiful grove of trees; a few rods farther on, at the outlet of this lake, is Lake La Belle, about two miles long. South a few miles is Lake Cormorant, with a shore line of about 40 miles, with many other lakes in the vicinity. The region is the very paradise for fishing, and in the fall for hunting wild geese and ducks, the pheasant and partridge. On the prairies are chickens in abundance. At the hotel is a livery stable, with good horses, drivers and dogs for the accommodation of hunters.

One hundred feet from the passenger station is the Lake Park Hotel, with 65 rooms, well furnished,—large sample room for commercial travelers, bath rooms, large dining-

room and every accommodation to constitute a good hotel. The table found here is especially good.

MINNESOTA AND NORTH DAKOTA SUMMER RESORTS.

Excursion Rates.—Tickets on sale during summer season. Good to return on or before October 31st:

St. Paul or Minneapolis to Glenwood (Lake Minnewaska) and return	$5.25
St. Paul, Minneapolis, Duluth or Superior to Battle Lake and return	7.50
St. Paul, Minneapolis, Duluth or Superior to Fergus Falls and return	7.50
St. Paul, Minneapolis, Duluth or Superior to Perham and return	7.75
St. Paul, Minneapolis, Duluth or Superior to Detroit Lake and return	9.15
St. Paul, Minneapolis, Duluth or Superior to Pine River and return	7.85
St. Paul, Minneapolis, Duluth or Superior to Backus and return	8.35
St. Paul, Minneapolis, Duluth or Superior to Walker and return	9.60
St. Paul, Minneapolis, Duluth or Superior to Minnewaukan (Devils Lake) and return	18.65
St. Paul, Minneapolis, Duluth or Superior to Winnipeg, Man., and return	22.50
to Winnipeg, Man., and return	3.80
Ashland, Wis., to Battle Lake and return.	9.00
Ashland, Wis., to Fergus Falls and return.	9.00
Ashland, Wis., to Perham and return	9.25
Ashland, Wis., to Detroit Lake and return.	10.65
Ashland, Wis., to Pine River and return.	9.35
Ashland, Wis., to Backus and return	9.85
Ashland, Wis., to Walker and return	11.10
Ashland, Wis., to Minnewaukan and return	20.15
Ashland, Wis., to Winnipeg, Man., and return	22.50

Tickets good going to Minnesota resorts one day (from Ashland two days), to Minnewaukan, N. D., and Winnipeg, Man., two days from date of sale. Return limits the same.

ALONG THE LINE.

BRULÉ RIVER.

At the crossing of the Brulé River by the Lake Superior Division of the Northern Pacific Railway, 36 miles west of Ashland, Wis., is found some of the finest trout-fishing in the Northwest. The river averages about 100 feet in width. Its waters are clear and cold, with high ground on either side. The best trout-fishing on the river commences about six miles above and extends eight miles below the railroad crossing, in this distance there being a number of small rapids. An ordinary day's fishing on the river is 150 fish for two rods. There is a good hotel at Brulé.

DEVILS LAKE.

Minnewaukan, North Dakota.

Minnewaukan. N. D., is located at the west end of Devils Lake, on Devils Lake branch of the Northern Pacific Railway.

Devils Lake, North Dakota's inland ocean, is a large body of salt water, closely resembling the ocean both in appearance and taste. It is about 45 miles in length, and in width

varying from a few hundred yards to 7 miles. The shores of the lake are exceedingly picturesque, exceeding 280 miles. They are well wooded, and, sloping gently to the water, present many points of special beauty.

Fishing and hunting at Minnewaukan is exceptionally fine, as the large number who have visited this new resort of the North during the last few years can testify. *This region is specially noted for the fine goose shooting afforded in the fall of the year.*

Good hotel accommodations.

ALL RATES QUOTED and arrangements referred to in this book are subject to change or cancellation without further notice (except as required by law), as the necessities of the business may require.

PYRAMID PARK.

It might be termed the land of witchery, for it seems as if witchcraft must have produced so unnatural a region. Trees where there are no trees; animals where no living thing is seen; castles and ruined cities where none ever lived—these are contradictions that seem inexplicable.

The trees, however, that are seen where none now grow, are petrified, the animals are fanciful rock animal forms, the castles and cities the effects of erosion upon friable and easily washed rocks and clays.

Such is a noted region of North Dakota, and it is worthy extended investigation by those who have the time.

YELLOWSTONE VALLEY.

The Northern Pacific Railway enters the Yellowstone Valley at Glendive, Mont. It follows the banks of the beautiful, rushing river for 341 miles to Livingston.

This valley is a fine one, full of picturesque views. Rocky bluffs line the river, affording at some points striking and bold figurations; groves of sturdy trees alternate with wide patches of meadow bottom land.

Irrigation has recently been brought to bear in the cultivation of this valley, notably near Miles City and Billings. Water is abundant, both from the Yellowstone itself and from the Tongue, Big Horn and other rivers.

CUSTER BATTLEFIELD.

From Billings, via trains of the Burlington System, Fort Custer and Custer Battlefield are reached. At the latter spot, on a ridge overlooking the Little Big Horn River, Custer fought his last battle, and with 200 and more officers and men of the Seventh United States Cavalry, on June 25, 1876, was killed.

The spot where Custer and his men died is a national cemetery now, and soldiers formerly buried in other parts of Wyoming and Montana have been reinterred there.

HUNTER'S HOT SPRINGS.

These springs are situated at the foot of the Crazy Mountains, two and one-half miles from Springdale, Mont. Their temperature ranges from 148 to 168 degrees Fahrenheit, and they are well known as containing medicinal properties for the cure of rheumatism, gout, neuralgia and blood and skin diseases.

There are two hotels and fair accommodations are afforded guests. The houses are open to visitors the year round. There are in use 6 plunge baths, ranging in size from 14x18 feet to 34x34 feet. There are also numerous tubs and vapor baths, and a swimming bath, 105x105 feet.

Reduced rate round-trip tickets are on sale to Springdale during the entire year at the eastern terminals of the Northern Pacific Railway. The tickets are limited to forty days; good going thirty days, returning ten days.

The hunting in the surrounding mountains and the trout fishing in the Yellowstone River are unexcelled. Rates at the hotels are $3 per day, $15 per week, or $50 for four weeks. These charges include the use of baths. Transfer from Springdale to the springs, $1 for the round trip.

THE GALLATIN VALLEY.

This is another of the great valleys traversed by the Northern Pacific. Hemmed in

by lofty mountains, its level plains are industriously tilled, and bring forth harvests in abundance. It is a fine grain country, and irrigation serves to render the farmer in the Gallatin Valley independent of drought.

CROSSING THE ROCKIES.

Leaving Livingston, the first ascent of the Rockies is begun. The train winds through a rolling country with park-like spots. The mountains are tunneled at Bozeman tunnel at an elevation of 5,565 feet, and then the train glides down grade through Rock Cañon.

The second crossing of the range begins immediately after leaving Helena. This is really the ascent of the principal part of it, although the elevation attained at the Mullan tunnel is not quite so great as at the Bozeman tunnel, being 5,548 feet above the sea.

LAKE PEND D'OREILLE.

Lake Pend d'Oreille is an expansion of Clark Fork. It is one of the most beautiful lakes of the West, and a charming place to spend a summer vacation. There are mountains to climb and game to hunt and fish to catch. The climate is soft and balmy. From Hope, the Northern Pacific Railway skirts the northern shore of the lake for many miles, giving the traveler a good view of it *en passant.*

Length of lake, 55 miles; 3 to 12 miles wide; shore line, about 250 miles; elevation above sea level, 2,069 feet. Game: Mule deer, white-tailed deer, elk, caribou and moose, black and cinnamon bear and mountain sheep. Of winged game, geese, ducks and partridges. Fish: salmon trout, lake trout, whitefish and squawfish. There is also excellent trout fishing in the numerous streams that flow into the lake.

Sail and row boats are obtainable at reasonable rates. Small steamers running on the lake land passengers at any points desired, or they can be hired by the day.

Tourists will be able to secure, at any season of the year, hotel accommodations at Hope, by communicating with any General Agent of the Northern Pacific Railway, or Chas. S. Fee, General Passenger and Ticket Agent, St. Paul, Minn.

LAKE CŒUR D'ALÉNE.

Across the mountains, south of Lake Pend d'Oreille, is another of the lakes so common to this mountain region. It is about 30 miles long and surrounded by hills and mountains. It can be reached either from Missoula or Spokane, via the Cœur d'Aléne or De Smet branch lines. Steamers and rowboats are there in plenty, and many city residents have house boats upon which they spend the warm summer months and vacations floating about the lake.

KOOTENAI LAKE, BRITISH COLUMBIA.

The Kootenai district in British Columbia is rich in minerals and other resources, that are now attracting a great deal of attention, and the mountain spurs and lakelets of clear, crystal water, among the mountains about Kootenai Lake, with their inhabitants of fur-bearing and finny tribes, offer great inducements to the sportsman and angler.

The principal points on Kootenai Lake are Nelson at the end of the west arm of the lake, Pilot Bay, Ainsworth and Kaslo. The Slocan country north of Nelson is a promising mining region.

This region is reached direct from Spokane by the Spokane Falls & Northern Railway, whose northern terminal is Nelson, where connection with the steamers on the lake is made.

The Trail Creek country and Rossland is also reached from Spokane via the Spokane Falls & Northern Railway. This region is attracting great attention from the standpoint of the miner.

Our Kootenai folder and map will give a great deal of information about this country. The map is decidedly the best one published of this region.

Reduced rate excursion tickets are on sale at St. Paul, Minneapolis and Duluth to Nelson, Trail, Rossland, Ainsworth and Kaslo and return; also to Sandon, B. C., by a side trip from Kaslo or Nakusp. Limit, ninety days; transit limits, forty days in each direction.

THE BIG BEND COUNTRY.

At Cheney, sixteen miles southwest of Spokane, the Northern Pacific Railway connects with the Central Washington Railroad, which extends to Coulee City, and the country penetrated is one of the most remarkable in the West.

The grayish white soil, seemingly of an alkaline nature, *appears* sterile and to have little depth. It is, however, very fertile and large crops of grain are raised. It is also well adapted to fruits.

Reduced rate excursion tickets on sale at St. Paul, Minneapolis and Duluth to Coulee City and return; final limit, ninety days, transit limits, forty days in each direction.

THE PALOUSE, POTLATCH AND NEZ PERCÉ COUNTRY.

South of Spokane, between the main line of the Northern Pacific Railway on the west, the Palouse branch line on the east, and the Snake River on the south, is this celebrated region.

It is a land of rolling, hilly prairie, watered by the Palouse, Potlatch, Clearwater and Snake rivers and their tributaries. This tract is located within both Washington and Idaho. The general characteristics of these three sections are the same. The Palouse and Potlatch lands have been farmed for years. The Nez Percé lands have recently

been segregated from the Nez Percé Indian Reservation and opened to settlement.

Our Nez Percé folder will give much information regarding this region.

THE YAKIMA VALLEY.

This valley offers the best irrigation proposition in the West. The soil is inexhaustible, of great fertility, easily worked; the supply of water in the Yakima River is more than abundant, and pure and fresh from the mountains; the markets for the products, which are hops, grain, alfalfa, vegetables, fruits and dairy products, are the cities on Puget Sound, the mining regions in the mountains, and, to some extent even now, the cities of St. Paul and Minneapolis.

The climate of this region is semi-tropical; the heat of summer is dry and not oppressive, while the winters are tempered by the Chinook wind, that sends a warm-air current sweeping over the Cascades and down into the valley.

The important centers of irrigation are Kennewick, at the foot of the valley, on the Columbia River; Kiona, Prosser, where there is a fine water power; Toppenish, the railroad station from which the Sunnyside country is reached; North Yakima, a center of important enterprises, and Ellensburg, nearer the foot of the mountains, in what is known locally as the Kittitas Valley.

Reduced rate excursion tickets are on sale at St. Paul, Minneapolis and Duluth, to Pasco, Kennewick, Toppenish, North Yakima and Ellensburg. Final limit, ninety days; transit limits, forty days in each direction.

EXCURSION RATES TO MONTANA AND EASTERN WASHINGTON POINTS.

The Northern Pacific Railway has on sale from St. Paul, Minneapolis and Duluth round-trip excursion tickets to the following points:

To Billings, Mont., and return	$45.00
To Springdale, Mont. (Hunter's Hot Springs), and return	47.50
To Livingston, Mont., and return	47.50
To Bozeman, Mont., and return	52.00
To Helena, Mont., and return, via N. P. Ry.	60.00
To Helena, Mont., and return, going via N. P. Ry., returning via Great Northern Ry.	60.00
To Butte, Mont., and return, via N. P. Ry.	60.00
To Butte, Mont., and return, going via N. P. Ry., returning via Great Northern Ry.	60.00
To Anaconda, Mont., and return, via N. P. Ry.	60.00
To Anaconda, Mont., and return, going via N. P. Ry., returning via Great Northern Ry	60.00
To Missoula, Mont., and return	62.50
To Spokane, Wash., and return	70.00
To Spokane, Wash., and return, going via N. P. Ry., returning via Huntington to Missouri River, or direct through Sioux City to St. Paul, or returning via Great Northern Ry	70.00

To Nelson, Trail, Ainsworth or Kaslo, B. C., and return; routes same as for Spokane; or returning via Soo-Pacific Route 70.00
To Rossland, B. C., and return; routes same as for Nelson..... 72.00
To Sandon, B. C., and return; side trip from Nakusp or Kaslo..... 4.10
To Medical Lake, Wash., and return..... 70.00
To Pasco, Wash., and return..... 72.50
To Kennewick, Wash., and return..... 72.50
To Toppenish, Wash., and return..... 75.00
To Coulee City, Wash., and return..... 75.00
To North Yakima, Wash., and return..... 75.00
To Ellensburg, Wash., and return..... 77.50

The above rates are subject to change without notice other than that required by law.

Any of above tickets may be issued to return via Billings to the Missouri River.

Tickets to Billings, Springdale and Livingston are good 40 days; going limit, 30 days; returning limit, 10 days. Tickets to Helena, Butte and Anaconda are good 90 days, limited to continuous passage in each direction. Tickets to other points named above are good 90 days; going limit, 40 days; returning limit, 40 days.

The tickets will be of ironclad signature form, and require identification of purchaser at return starting point. They cannot be exchanged, after starting, for return via different routes.

Stop-overs granted at any points within limits.

Yellowstone Park.

The Northern Pacific Railway, in its yearly "Wonderland" book, always gives a long chapter on the Park. It also publishes a Yellowstone Park and Alaska folder and relief map, that gives the practical and detailed information necessary for those contemplating a trip to it. The reader is therefore referred to "Wonderland '97," our tourist book for 1897, and the Park folder, for lengthy descriptions of this pleasure resort, rates, etc.

Tourists, either singly or in parties, may now go to Mammoth Hot Springs and there arrange their future movements. The regular tourist trip requires five and a half days in the Park itself, and, if desired, a ticket may be purchased at Livingston, where the Park branch line leaves the main road, that includes all necessary traveling expenses, transportation, hotel charges, etc., through the Park and return.

Children under ten years of age, accompanied by parents or other persons in charge, will be granted half rates locally in the Park for hotels and transportation.

SEASON OF 1897.

JUNE 1st TO OCTOBER 1st.

The Yellowstone National Park, embracing an area of about 54 miles in width and 62 miles in length, or about 3,344 square miles, was set aside by act of the United States Congress of 1872, and devoted in perpetuity to the use and pleasure of the people as a National Park.

MAIN LINE TRAIN SERVICE.

During the season of 1897 the Northern Pacific Railway will have in daily operation a transcontinental train, equipped with complete service of sleeping and dining cars, and making convenient and close connection with the branch line train for Cinnabar and Yellowstone Park at Livingston.

PARK BRANCH TRAIN SERVICE.

South Bound.—The Park branch train will leave Livingston at 8:30 a. m., arriving at Cinnabar, the terminus of the railroad, seven miles from Mammoth Hot Springs, at 10:30 a. m.

North Bound.—The Park branch train will leave Cinnabar at 8:15 p. m., arriving at Livingston at 10:15 p. m.

SLEEPING CAR RESERVATIONS.

Communications for berth reservations should be addressed to Chas. S. Fee, G. P. & T. A., St. Paul, Minn., for trip St. Paul to Livingston; A. D. Charlton, A. G. P. A., 255 Morrison Street, Portland, Ore., for trip Portland to Livingston; to A. Tinling, General Agent, 925 Pacific Avenue, Tacoma, Wash., for trip Tacoma to Livingston; to I. A. Nadeau, General Agent, Seattle, for trip Seattle to Livingston. Explicit information should be given in regard to accommodations required, date and train.

The Superintendent of the Yellowstone Park Association Hotel at Mammoth Hot Springs acts as agent of the Northern Pacific Railway during the Yellowstone Park season, and as such will be pleased to reserve for tourists, without charge for telegraphic service, Pullman Sleeping Car accommodations, to be taken at Livingston on the return trip from the Park, either east to St. Paul or Minneapolis, west to Tacoma or Portland, or to intermediate points as may be desired.

EXCURSION TICKETS.

A $5.00 Ticket is on sale at Livingston, Mont., May 31st to September 30th, and at eastern and western termini from May 29th to September 28th, which includes railway and stage fares Livingston to Mammoth Hot Springs and return.

MAP OF THE YELLOWSTONE NATIONAL PARK.

REFERENCES. Stage Roads. —— Trails. - - - -
Wagon " ═══ Geyser Formation. ⋯⋯

SCALE
1 0 1 2 3 4 5 6 7 8 9 10 Miles.

A $47.50 Round Trip Ticket St. Paul, Minneapolis or Duluth to Mammoth Hot Springs, Yellowstone Park, and return, will be on sale at points named, May 29th to September 28th. Limit forty days, good going thirty days, returning ten days. The return portion of ticket must be signed and stamped at Livingston and presented on train on or within one day of such date. Stop-over allowed within limit of ticket.

A $49.50 Ticket will be on sale at Livingston and at eastern and western terminals, which includes railway and stage fares Livingston to Cinnabar and return, stage Cinnabar to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return, and five and a half days' board at the Park Association hotels.

Good if used between June 1st and October 6th, inclusive.

No stamping of this ticket required at any point in the Park.

$44.50 Rate.—By payment of $22.00 at Mammoth Hot Springs Hotel to the cashier of the Yellowstone Park Association, and $22.50 to the manager of the Yellowstone National Park Transportation Co., having his office in this hotel, tourists not provided with regular Park tickets can secure transportation and hotel accommodations for the regular five and one-half days' tour. The $44.50 tickets may also be obtained at St. Paul, Minneapolis or Duluth.

Tourists who are not going west of Livingston should purchase the $47.50 tickets to Mammoth Hot Springs and return, as the round-trip rates to Livingston and Mammoth Hot Springs are the same, while the rate from Livingston through the Park and return is $5.00 higher than the rate from Mammoth Hot Springs.

TRANSPORTATION.

The transportation in the Park is the best obtainable. The stages, all new and in thorough repair, are the easiest riding and most substantial wagons in existence. They are made by the world-renowned firm of Abbott Downing Company, Concord, N. H. Horses are selected with due regard to their fitness for the work, and all drivers are sober, competent and courteous.

BAGGAGE.

Trunks are carried between Cinnabar and Mammoth Hot Springs for 50 cents each. Valises, grips, etc., carried free. Twenty-five pounds baggage, carried on stages through Park, free.

GUIDE AT MAMMOTH HOT SPRINGS.

Immediately after luncheon each day, and as nearly as practicable at 2.30 p. m., the Association's guide will leave the Mammoth Hot Springs Hotel for a two hours' trip over

the formation. All guests of the Association Hotels are invited to accompany him, free of extra charge.

Parties desiring to make the trip in carriages should apply to the Transportation Company.

TIME SCHEDULE IN THE PARK.

First Day.—Leave Livingston at 8:30 a. m., arrive Cinnabar at 10:30 a. m.; leave Cinnabar 10:45 a. m., arrive Mammoth Hot Springs Hotel 12:45 p. m., taking lunch, dinner and lodging.

Second Day.—Breakfast. Leave Mammoth Hot Springs at 8:00 a. m., arriving at Norris at noon for lunch; leaving at 1:30 p. m., and arriving at Fountain Hotel, Lower Geyser Basin, at 5:30 p. m., for dinner and lodging.

Third Day.—Breakfast at Fountain Hotel. Leave for Midway and Upper Geyser Basins at 8:00 a. m. Lunch at Upper Geyser Basin. Dinner and lodging at Fountain Hotel.

Fourth Day.—Breakfast at Fountain Hotel. Leave for West Arm of Yellowstone Lake at 7:00 a. m. Lunch. Leave the West Arm after lunch for Yellowstone Lake Hotel at lake outlet, arriving at that point for dinner.

Fifth Day. — Breakfast at Yellowstone Lake. Leave for Grand Cañon 9:30 a. m., arrive Grand Cañon 12:30 p. m. Lunch, dinner and lodging.

Sixth Day.—Breakfast. Leave Grand Cañon 10:00 a. m., arrive Norris 12:30 p. m. Lunch.

Leave Norris 1:30 p. m., arrive Mammoth Hot Springs 4:30 p. m. Dinner. Leave Mammoth Hot Springs about 6:30 p. m., arrive at Cinnabar 8:00 p. m., arrive at Livingston 10:15 p. m.

NOTE.—The Railway Company and the Yellowstone National Park Transportation Company reserve the right to vary from this schedule as the demands of their business may require.

CLIMATE AND TEMPERATURE.

There are really no intensely hot summer days. Visitors should wear woolen underclothing, and take with them rubber coats and overshoes, heavy overcoats, colored eyeglasses, etc.

July.....	Sunrise,	55°;	Midday,	77°;	Sunset,	69°;	Mean,	67°
August	"	50°;	"	79°;	"	66°;	"	65°
September.	"	41°;	"	66°;	"	58°;	"	55°
October.....	"	41°;	"	57°;	"	52°;	"	50°

TROUT FISHING.

The waters of the Park undoubtedly afford as fine sport in this line as is to be found in the world. For details, see Yellowstone Park and Alaska folder.

MEDICINAL PROPERTIES OF THE WATERS OF THE PARK.

It is quite likely that in the not distant future Yellowstone National Park will be as

widely noted for the medicinal virtues of its hot springs as it is now known for varied and magnificent scenery. Waters from its various springs have been analyzed with great care, and it may be stated that no other springs in the United States present as important a combination of salts in solution as those of Yellowstone Park.

The following shows the value placed upon the waters by physicians familiar with them:

"MAMMOTH HOT SPRINGS, WYO.,
"June 22, 1894.

"The Yellowstone National Park, having an average elevation of about 8,000 feet, an inland mountain climate, mineral springs of special value for medicinal purposes, and pure air ozonized by innumerable coniferous trees, impresses us as being preëminently suited as a site for a great sanitarium. Its mineral waters, which are of a varied chemical composition, are in no way inferior to those of the celebrated European baths and springs, and we believe they should be utilized by the medical profession of this country, especially in the treatment of the diseases for which such waters are commonly employed.

"C. A. WHEATON, M. D.
"A. MACDONALD, M. D.
"FRANK WOODBURY, M. D.
"M. P. VANDER HORCK, M. D.
"O. WELLINGTON ARCHIBALD, M. D.
"DWIGHT W. DAY, M. D.
"CHAS. M. GANDY, M. D."

TAKE YOUR OUTING THERE.

No spot in the United States is better adapted for an enjoyable and healthful bit of recreation than the Park.

Those, especially, with means and time at command, will find it a place incomparable in which to pass vacation time. All sorts of healthful recreation can be indulged, and yet one will be, while in close touch with Nature, at the same time in touch with the world. All hotels have telegraphic communication with outside points.

WASHINGTON HOT SPRINGS.

These Springs are located on the western slope of the pine-clad Cascades, on the banks of Green River, a beautiful mountain stream full of trout. They have a great reputation on the North Pacific Coast, being on the main line of the Northern Pacific and within a few hours' ride of Tacoma and Seattle. The hotel is within five minutes' walk of the railroad station.

An analysis of its *various* waters shows them to be good for rheumatic troubles, kidney and liver complaints, constipation, irritation of the mucous membrane of the stomach, and the reduction of obesity.

The bathrooms are in the hotel, convenient of access; experienced attendants and a physician are in attendance, and hotel accommodations are satisfactory.

The purity of the air and cool climate, together with tennis and croquet courts and a good eight-lap bicycle track, render it a pleasant stopping point for travelers or invalids.

Hotel rates range from $8 to $12 per week, baths extra. Rates per day, $2. Address I. G. McCain, Proprietor Hot Springs, Wash.

PUGET SOUND.

The waters and cities and islands of the Sound offer a wide range of excursions to travelers. Steamers of various sizes ply from Tacoma and Seattle in many directions. The trip to Victoria via steamer City of Kingston is particularly interesting.

The waters of the Sound are invariably smooth, the steamers good, and the scenery is a combination of water, islands, forests, cities and mountains.

ALTITUDE OF CITIES AND TOWNS.

St. Paul, Minn	710 ft.	Helena, Mont	4,250 ft.
Duluth, "	608 "	Butte, "	5,701 "
Brainerd, "	1,208 "	Mullan Tunnel, "	5,548 "
Fargo, N. D	903 "	Missoula, "	3,195 "
Jamestown, "	1,395 "	Hope, Idaho	2,108 "
Bismarck, "	1,668 "	Spokane, Wash	1,910 "
Glendive, Mont	2,067 "	Kennewick, "	330 "
Miles City, "	2,353 "	North Yakima, "	990 "
Billings, "	3,115 "	Ellensburg, "	1,510 "
Livingston, "	4,488 "	Stampede Tunnel, "	2,885 "
Bozeman Tunnel, "	5,565 "	Tacoma, "	31 "
Bozeman, "	4,752 "	Portland, Ore	30 "

SIDE EXCURSIONS ON THE PACIFIC COAST.

From Portland, delightful side trips are those up the Columbia River to the Cascades, and up the Willamette River to Willamette Falls.

Perhaps the most delightful detour of several that can be made from Portland is by the Columbia River boats to Astoria, and Ilwaco, thence via the Narrow Gauge Railway to Sealand, where connection is made by boat for South Bend, on Willapa Harbor. From South Bend the tourist takes boat for North Cove, thence by stage, running along the ocean beach to Ocosta, on Gray's Harbor, at which point rail connection is made for Tacoma. If the passenger on arriving at South Bend, so desires, he can take the train on the Northern Pacific from there, reaching Tacoma via this branch line.

NORTH PACIFIC COAST EXCURSION RATES.

A $90 round-trip excursion ticket is on sale daily at St. Paul, Minneapolis, Duluth and Superior to Tacoma, Seattle, Portland, New Whatcom, Vancouver or Victoria, and similar tickets, at proportionate rates, are on sale by all Eastern lines.

Routes: Tacoma, Seattle, Portland, New Whatcom, Vancouver or Victoria tickets good

going via the Northern Pacific, returning same route or via the Great Northern; or returning via the Canadian Pacific to Winnipeg or Port Arthur, or via Soo-Pacific Line to St. Paul or Minneapolis, or returning via Billings to the Missouri River.

Portland tickets are also good returning via Oregon Railway & Navigation Co. and connections to either Omaha or Kansas City; or to St. Paul direct through Sioux City.

Free side trip from Tacoma to Seattle and return will be given to holders of Portland and Tacoma tickets reading one or both ways via the Northern Pacific Railway.

Conditions: All of these tickets are limited to nine months from date of sale; good going trip sixty days to any one of the North Pacific Coast termini named, returning any time within final limit. They are non-transferable, and cannot be exchanged for return via different routes other than those over which originally purchased, neither can the limits be extended.

Stop-over privileges are granted within the above-named limits.

ALTITUDE OF MOUNTAINS ON PACIFIC COAST.

Mt. Rainier, Wash..14 532 ft.	Whitney, Cal.....15,088 ft.
Mt. Shasta, Cal..... 14.350 "	Baker, Wash.....10,719 "
St. Helens, Wash.... 9,750 "	Jefferson, Ore ..... 9,020 "
Adams, Wash.....12,250 "	Mt. Crillon, Alaska..16,000 "
Hood, Ore.....11,225 "	Mt. St. Elias, " ..15,327 "

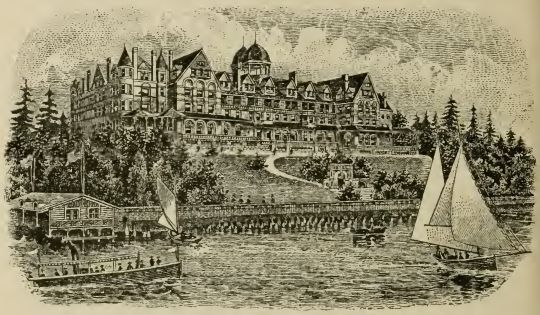
CALIFORNIA EXCURSION RATES.

The Northern Pacific Railway has on sale at St. Paul, Minneapolis and Duluth round-trip excursion tickets reading via Seattle, and steamer, or Portland and rail or steamer, to San Francisco, returning via Shasta route or steamer and the Northern Pacific, Great Northern or Soo-Pacific lines to starting point, or via the Canadian Pacific Railway to Winnipeg or Port Arthur, or via Billings or Huntington to the Missouri River, or by any of the Southern lines to Omaha, Kansas City, Mineola or Houston at $103.50; to New Orleans or St. Louis at $109.50; to St. Paul, via any Missouri River gateway, $111.40. Tickets via the ocean, Portland or Seattle to San Francisco, include meals and berth on steamer. Similar tickets can be obtained to Los Angeles at $9.50 in addition to above rates, when return is made through Ogden; or to San Diego, returning through Ogden, at $16 in addition to above rates. Where tickets read going and returning via Portland and the Shasta route, Los Angeles tickets will cost $19 and San Diego tickets $25.50 in addition to the $103.50 San Francisco rate.

At the eastern termini of the southern transcontinental lines, and at eastern points generally, excursion tickets will be sold to San Francisco, returning via either the Shasta route, the all-rail line to Portland, or the ocean, and the Northern Pacific Railway to St. Paul, Minneapolis or Duluth, at a rate of

$13.50 higher than the current excursion rate in effect between Missouri River points, Mineola or Houston and San Francisco, going and returning via the direct lines.

When purchasing tickets in the East or at Missouri River, passengers should be particular to designate that they desire to return via Portland and the Northern Pacific Railway, as tickets cannot be exchanged after



Hotel Tacoma, Tacoma, Wash.

being purchased. At Portland, should they so desire, they can take the side trip along the Columbia River to the Dalles and return at a small cost. This enables every one to see the Columbia River scenery, and also visit the Puget Sound country before crossing the Cascade Mountains.

Free side trip from Tacoma to Seattle and return (either via rail or steamer) will be given to holders of San Francisco tickets, read-

ing in either direction via Northern Pacific Railway.

Return coupons reading from Missouri River points to Chicago or St. Louis will be honored from St. Paul or Minneapolis, either free, or with a small additional charge, according to the route.

Limit: Nine months; sixty days going to the first Pacific Coast common point; return any time within final limit, which cannot be extended. Stop-overs granted in either direction.

JAPAN AND CHINA.

The Northern Pacific Steamship Company operates a line of steamers from Tacoma to Hong Kong, China, and Yokohama, Japan, as the principal ports. These steamers embody the usual comforts and conveniences of ocean travel and make the trip across the Pacific a voyage of pleasure and comfort. In a general way, the steamers leave Tacoma about every twenty days.

The Northern Pacific Railway Company, through its General Agents in all the prominent cities, will furnish all information possible.

ALASKA.

THROUGH THE INLAND PASSAGE.

Alaska is a land of unusual romantic interest, and yet it is remarkable for its solid resources and the vast stores of wealth that are being unfolded to the light.

The steamer "Queen" will be devoted exclusively to excursion traffic. She is a large and fine steamer (3,000 tons), 340 feet long, equipped with all modern improvements and appliances, and has accommodations for 250 passengers. This boat will start from Tacoma, calling at Seattle, Port Townsend, Victoria, Fort Wrangel, Juneau, Muir Glacier, Sitka, etc., and will occupy about twelve days in making the round trip.

The steamers "City of Topeka" and "Mexico" will start from Tacoma, calling at Seattle, Port Townsend, Victoria, Fort Wrangel, Juneau, Muir Glacier, Sitka, etc. These steamers will occupy about twelve days north of Tacoma.

The following is the schedule of sailing dates of Alaska steamers:

Name of Steamer.	Leave Tacoma.	Due Back.
City of Topeka	May 14.	May 26.
Mexico	May 24.	June 5.
City of Topeka	May 29.	June 10.
Queen	June 8.	June 19.
City of Topeka	June 13.	June 25.
Queen	June 23.	July 4.
City of Topeka	June 28.	July 10.
Queen	July 8.	July 19.
City of Topeka	July 13.	July 25.
Queen	July 23.	Aug. 3.
City of Topeka	July 28.	Aug. 9.
Queen	Aug. 7.	Aug. 18.
City of Topeka	Aug. 12.	Aug. 24.
Mexico	Aug. 22.	Sept. 3.
City of Topeka	Aug. 27.	Sept. 8.
Mexico	Sept. 6.	Sept. 18.
City of Topeka	Sept. 11.	Sept. 23.
Mexico	Sept. 21.	Oct. 3.
City of Topeka	Sept. 26.	Oct. 8.

Steamers leave from wharf opposite Northern Pacific Railway passenger station, in Tacoma, about 4 a. m. on above dates.

ALASKA EXCURSION RATES.

The Northern Pacific Railway will have on sale at St. Paul, Minneapolis and Duluth, May 1st to September 30th, both dates inclusive, a $170 round trip ticket to Sitka, Alaska.

Routes: Good going via the Northern Pacific, returning via same route, or via the Great Northern or Soo-Pacific Line to St. Paul or Minneapolis, or returning via Cana-

dian Pacific to Winnipeg or Port Arthur, or via Billings to the Missouri River.

Conditions: Tickets limited to nine months from date of sale, good going sixty days to Tacoma, returning within final limit, holder to leave Sitka on or before October 31st. No change of route or extension of limit can be made.

Stop-overs granted in either direction.

These rates include berth and meals on steamer after leaving Tacoma. Diagrams of the cabin accommodations of the Alaska steamers, berth lists, etc., can be found at the office of the General Passenger and Ticket Agent of the Northern Pacific at St. Paul, Minn., also with all Northern Pacific General and District Passenger Agents.

Tourists are referred to the Yellowstone Park and Alaska folder, published by the Northern Pacific Railway (distributed free), for a description of this remarkable country, by Prof. John Muir.

HUNTING AND FISHING.

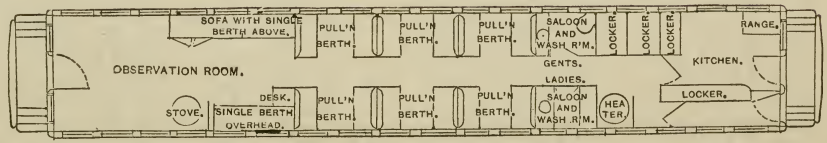
Nowhere in this country is there finer hunting and fishing than is afforded in the region traversed by the Northern Pacific Railway. The prairies and thousands of lakes in Wisconsin and Minnesota; the uplands of North Dakota; the plains and streams of Montana; the mountains of Montana and Idaho, and the

forest and mountain country of Washington and Oregon offer a region of unsurpassed excellence for small and large game hunting, and trout, bass, pike and pickerel, etc., fishing. Deer, antelope, elk, bear, mountain sheep, mountain goats, rabbits, prairie chickens, grouse, ducks, geese, etc., etc., are yet found in many localities. All the lakes in Minnesota abound in fish, the streams in Wisconsin, Montana, Idaho and Washington in trout, and the Puget Sound and Columbia River regions afford fine salmon and sea-bass fishing. The trout fishing in Yellowstone Park is the finest in the world and the tourist is allowed to catch what he pleases, but *cannot* carry any of them outside the Park boundaries.

SPECIAL CAR FOR PRIVATE EXCURSIONS.

The Northern Pacific Railway have a special excursion car, designed especially for private fishing and hunting parties, which they are prepared to rent at very reasonable figures.

This car is built after the plan of the ordinary Pullman Sleepers, being equipped with the Miller Platform and Coupler and Westinghouse Automatic Air Brake, and contains drawing-room, berths, saloons (ladies' and gentlemen's), desks, kitchen, and in fact all the conveniences of a hotel car, as per diagram on next page.



LENGTH 58 FT. OUTSIDE OF SILLS. WIDTH 10 FT. OUTSIDE OF SILLS.
HEIGHT FROM TRACK TO TOP OF ROOF 15 FT. 2 IN. CAPACITY 14 BERTHS.

PULLMAN NO. 5. 6 WHEEL TRUCK, 33 IN. PAPER WHEELS.

If desired, this car will be provisioned, and cook, porter and waiter furnished at actual cost.

For transportation of special car, and a party of fifteen persons or less, fifteen full first-class tickets (regular or excursion) will be required; for more than fifteen, one ticket each.

For rates and detailed information call on or address Charles S. Fee, General Passenger and Ticket Agent, St. Paul, Minn., or any General or District Passenger Agent.

DOG AND BICYCLE TARIFF.

Dogs must be carried only in the baggage car and in charge of train baggageman, who will collect, as his compensation for care of same, at the following rates: Twenty-five (25) cents for the care of a dog for the distrance of 150 miles or less; or a distance of over 150 miles at the rate of one-sixth (1-6) of a cent per mile.

Baggagemen are not changed at the end of each division, but run through between St. Paul and Mandan, Mandan and Helena, Helena and Spokane, and Spokane and Portland.

Baggagemen will collect rate for dogs only to terminus of their respective runs, except to branch line points, when collection will be made to junction points only, and branch line baggageman will make proper charge for his run.

Game in small quantities, accompanied by hunters not hunting for the market, may be carried in baggage car, at owner's risk, free of charge.

Guns and fishing rods, properly cased, may be carried by their owners either in regular coaches or placed in the hands of baggagemen for safe-keeping; in the latter case no charge must be made by baggagemen.

A charge for transportation of bicycles, tricycles and baby carriages will be made, based upon destination of passengers. The minimum charge on any wheel or baby carriage is 25 cents.

PULLMAN SLEEPING CAR RATES.

Between St. Paul or Minneapolis and	Double Berth.	Section.	State-room.	Draw'g Room.
Staples	$1.50	$3.00	.....	.....
Fergus Falls	1.50	3.00	.....	.....
Wahpeton	2.00	4.00	.....	.....
Grand Forks	2.50	5.00	.....	$9.00
Grafton	2.50	5.00	.....	9.00
Winnipeg	3.00	6.00	.....	10.00
Fargo	2.00	4.00	.....	7.00
Jamestown	2.50	5.00	.....	9.00
Bismarck	3.00	6.00	.....	10.00
Miles City	5.00	10.00	.....	18.00
Billings	6.50	13.00	.....	24.00
Livingston	7.00	14.00	$20.00	26.00
Bozeman	7.00	14.00	20.00	26.00
Helena	8.00	16.00	22.50	30.00
Butte	8.00	16.00	22.50	30.00
Missoula	9.00	18.00	25.50	34.00
Spokane	10.50	21.00	29.50	40.00
Pasco	12.00	24.00	34.00	46.00
Ellensburg	13.00	26.00	36.50	50.00
Seattle	13.50	27.00	38.00	52.00
Tacoma	13.50	27.00	38.00	52.00
Portland	13 50	27.00	38.00	52.00

Pullman Standard Sleeping Cars, in service on through trains, not provided with a stateroom, contain a drawing-room annex, the charge for which is the same as for a section.

Berths for single nights can be secured at local rates when they are not sold on through Pullman tickets, but as the number of sleepers run is determined by the number of berths sold from terminal points, passengers take their own chances of finding sleeping car accommodations for single nights between local stations.

Between Portland and	Double Berth.	Section.	Drawing Room.
Albany	$1.50	$3.00	.....
Eugene	2.00	4.00	$7.00
Ashland	2.50	5 00	9.00
Sacramento	4.50	9.00	16.00
San Francisco	5.00	10.00	18.0

Comment on the Pullman Car service is unnecessary—the cars are the finest money will buy; the service first class in every particular.

CONDENSED TIME TABLE.

St. Paul to Seattle, Tacoma and Portland.

West Bound. **East Bound.**

Pacific Mail Daily	STATIONS.	Atlantic Mail Daily
No. 1		No. 2
4.30 pm	Lv.....St. Paul.....Ar	4.40 pm
5.10 pm	.....Minneapolis.....Ar	4.00 pm
8.20 am	Lv.....Ashland.....Ar	7.00 pm
3.50 pm	Lv.....Duluth.....Ar	7.30 am
1.00 pm	Lv.....Winnipeg.....Ar	.....
12.45 am	Lv.....Moorhead.....Ar	8.05 am
12.50 am	.....Fargo.....	7.50 am
1.36 am	.....Casselton.....	7.02 am
4.20 am	.....Jamestown.....	4.15 am
7.55 am	.....Bismarck.....	12.30 am
8.10 am	Ar.....Mandan.....Lv	12.15 am
11.00 am	.....Dickinson.....	7.10 pm
2.35 pm	.....Glendive.....	3.15 pm
5.21 pm	.....Miles City.....	12.34 pm
10.25 pm	.....Billings.....	7.30 am
2.35 am	Ar.....Livingston.....Lv	4.00 am
10.30 am	Ar { .....Cinnabar..... / ....Yellowstone Park.... } Lv	8.15 pm
4.00 am	Lv.....Bozeman.....Ar	2.23 am
8.25 am	(Via Logan)...Butte.....Lv	9.25 pm
7.20 am	Ar.....Helena.....Lv	10.10 pm
9.57 am	Ar.....Garrison.....	7.30 pm
12.17 pm	.....Missoula.....	4.40 pm
6.35 pm	.....Hope.....Lv	10.40 am
8.15 pm	Ar.....Spokane.....Ar	6.50 am
9.55 pm	.....Sprague.....	5.25 am
1.40 am	Ar.....Pasco.....Ar	1.50 am
4.50 am	.....North Yakima.....	11.20 pm
6.10 am	.....Ellensburg.....	10.10 pm
11.59 am	Ar.....Seattle.....Lv	4.00 pm
11.10 am	Ar.....Tacoma.....Lv	5.00 pm
1.30 pm	.....Chehalis.....	2.30 pm
5.00 pm	Ar.....Portland.....Lv	11.00 am

Central time to Mandan. Mountain time to Hope. Pacific time to Portland.

All time subject to change without notice.

CALENDAR TIME CARD OF THROUGH WEST-BOUND TRAIN.

Train No. 1, The Pacific Mail—Daily.

LEAVE	ARRIVE	ARRIVE	ARRIVE
ST. PAUL 4.30 pm.	FARGO 12.50 am	HELENA 7.20 am.	TACOMA 11.10 am.
MINNEAPOLIS 5.10 pm.	BISMARCK 7.55 am	BUTTE 8.25 am.	SEATTLE 11.59 am.
DULUTH 3.50 pm.	MILES CITY 5.21 pm		
ANOKA. 6.00 pm.	BILLINGS 10.25 pm	SPOKANE 8.15 pm.	PORTLAND 5.00 pm.
Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday.	Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday.	Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday, Monday,	Wednesday, Thursday, Friday, Saturday, Sunday, Monday, Tuesday.

CALENDAR TIME CARD OF THROUGH EAST-BOUND TRAIN.

Train No. 2, The Atlantic Mail—Daily.

LEAVE	LEAVE	LEAVE	ARRIVE
PORTLAND 11.00 am.	SPOKANE 7 00 am.	BOZEMAN 2 28 am.	FARGO 7.50 am.
SEATTLE 4.00 pm.	MISSOULA 4.50 pm.	BILLINGS 7.40 am.	MINNEAPOLIS 4.00 pm.
TACOMA 5.00 pm.	HELENA 10.10 p.m.	GLENDIVE 3.25 pm.	ST. PAUL 4.40 pm.
	BUTTE 9.25 pm.		
Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.	Monday. Tuesday. Wednesday Thursday. Friday. Saturday. Sunday.	Tuesday. Wednesday. Thursday. Friday. Saturday. Sunday. Monday.	Wednesday. Thursday. Friday. Saturday. Sunday. Monday. Tuesday.

For Further Information

In Regard to the Great Northwest, Details as to Rates, Routes, with Maps, Etc., call on or address your nearest Ticket Agent, or any of the following Representatives of the

NORTHERN PACIFIC RAILWAY:

A. L. CRAIG, Ass't Gen'l Ticket Agt..... St. Paul, Minn.
B. N. AUSTIN, Ass't Gen'l Passenger Agt.....St. Paul, Minn.
A. D. CHARLTON, Ass't Gen'l Passenger Agt.....
Portland, Ore.
W. F. MERSHON, Gen'l Agt. Pass. Dept.....
319 Broadway, New York City.
F. H. FOGARTY, Gen'l Agt.....208 S. Clark St., Chicago, Ill.
R A. EVA, Gen'l Agt.....Duluth, Minn.
H. SWINFORD, Gen'l Agt.....Winnipeg, Man.
A. D. EDGAR, Gen'l Agt.....
cor. Main and Grand Sts., Helena, Mont.
W. M. TUOHY, Gen'l Agt., 23 East Broadway, Butte, Mont.
F. D. GIBBS, Gen'l Agt..... Spokane, Wash.
A. TINLING, Gen'l Agt.....925 Pacific Ave., Tacoma, Wash.
I. A. NADEAU, Gen'l Agt..... Seattle, Wash.
T. K. STATELER, Gen'l Agt , Passenger Dept.....
638 Market St., San Francisco, Cal.
F. A. GROSS.....230 Washington St., Boston, Mass.
J. H. ROGERS, JR. ..... 47 South Third St., Philadelphia, Pa.
L. L. BILLINGSLEA.....47 South Third St., Philadelphia, Pa.
WM. G. MASON .....215 Ellicott Square, Buffalo, N. Y.
CHAS E JOHNSON .....817 Carnegie Bldg., Pittsburgh, Pa.
THOMAS HENRY.....128 St. James St., Montreal, Que.
W. H. WHITAKER .....153 Jefferson av., Detroit, Mich.
J. J. FERRY.....Room 32, Carew Bldg., Cincinnati, Ohio.
J. E. TURNER..... .... 42 Jackson Place, Indianapolis, Ind.
C. G. LEMMON .....208 South Clark St., Chicago, Ill.
J. N. ROBINSON.....377 Broadway, Milwaukee, Wis.
P. H. NOEL .....210 Commercial Bldg., St. Louis, Mo.
C. C. Mordough.....503 West Locust St. Des Moines, Iowa.
GEO. D. ROGERS.....Fourth and Broadway, St. Paul, Minn.
F. O'NEILL .....255 Morrison St , Portland, Ore.
E. L. RAYBURN..... 255 Morrison St., Portland, Ore.

J. M. HANNAFORD, Gen'l Traffic Manager. **CHAS. S. FEE,** Gen'l Pass'r and Tkt. Agt.

ST. PAUL, MINN.

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